

Report of Survey for Repairs, &c., of Engines and Boilers.

24 JUN 1941

(Received at London Office)

Date of writing Report 17th Apl. 1941. When handed in at Local Office 17th Apl. 1941. Port of **YOKOHAMA**

No. in Book 324. Survey held at **YOKOHAMA** Date, First Survey 27th Mar. Last Survey 14th April 1941 (No. of Visits Four)

on the Machinery of the ~~Wood, Iron or Steel~~ Sc.S. "GENOA MARU"

Name } Gross 6785 Vessel built at **Nagasaki** By whom **Mitsubishi Zosen K.** When 1919-6
 Net 4894
 Engines made at **Nagasaki** By whom **Mitsubishi Zosen K.** When 1919
 Principal Power 518 Boilers, when made (Main) 1919 (Donkey) X
 of Main Boilers 3SB Owners **Nippon Yusen Y.K.** Owners' Address X
 (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers X Managers X Port **Tokyo** Voyage X
 Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both. Particulars of Classification (which must be inserted
 Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both. (State name of Dock.) **M.J.K. Yokohama Dock.** precisely as in Register Book & Supplements).
 Donkey Boilers X

Next Report No. Port

Particulars of Examination and Repairs (if any) **BS & TS**

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on count of damage (the cause of which must be stated) should be separated from repairs due to other causes; and sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined X

Has a damage report made by anyone else? If so, by whom? X

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? X

What parts of the Boilers could not be thus thoroughly examined? X

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? X

What was the latest date of internal examination of each boiler? Nos. 1 & 2 - 27/3/41. No. 3 - 7/4/41 Present condition of funnel (X) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? X To what pressure were they afterwards adjusted under steam? X

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? X

Did the Surveyor examine the drain plugs of the Main Boilers? X, and of the Donkey Boilers? X

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? X

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now been changed? X If so, state reasons X

Has the shaft now fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

What was the date of examination of Screw Shaft? 7-4-41 State the distance between inner bearing metal of stern bush and top of after bearing of screw shaft 6 m/m

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? X

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? X

Were the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? X

Is the survey not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Now done:- Vessel placed in dry dock, propeller, stern bush, with oil packing gland at aft

end of tail shaft, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Tail Shaft without liner examined and found or now placed in good condition.

The three (3) Main Boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

Main engine All cylinders, slide valves, crank, thrust and intermediate shafting, air pump, G.S. pump, centrifugal pump & No.1 feed pump examined as far as practicable and found in good condition.

Interim Certificate issued - copy attached.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, E.&M.S. 9,11, X L.M.C. 9,11, or X L.M.C. 140 lb., F.D., &c.)

are in good condition and eligible in my opinion to be continued as classed with fresh record of

BS 4-41, and tail shaft (OG) seen 4-41.

Survey Fee (per Section 20) £Y 185.00 Fees applied for 15-4-1941

Special Damage or Repair Fee (if any) £ X

Travelling expenses (if chargeable) £Y : 4.00 Received by me, 19

Committee's Minute TUE. 1 JUL 1941

Assigned B.S. 4-41

Mitsubishi
Engineer Surveyor to Lloyd's Register of Shipping.



009161-009169-0047

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

BS due 1.41 held.
Screw shaft - examined &
machinery generally examined.

It is submitted that
this vessel is eligible for
THE RECORD. BS 4.41
S. 4.41.

24
27/6/41.



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